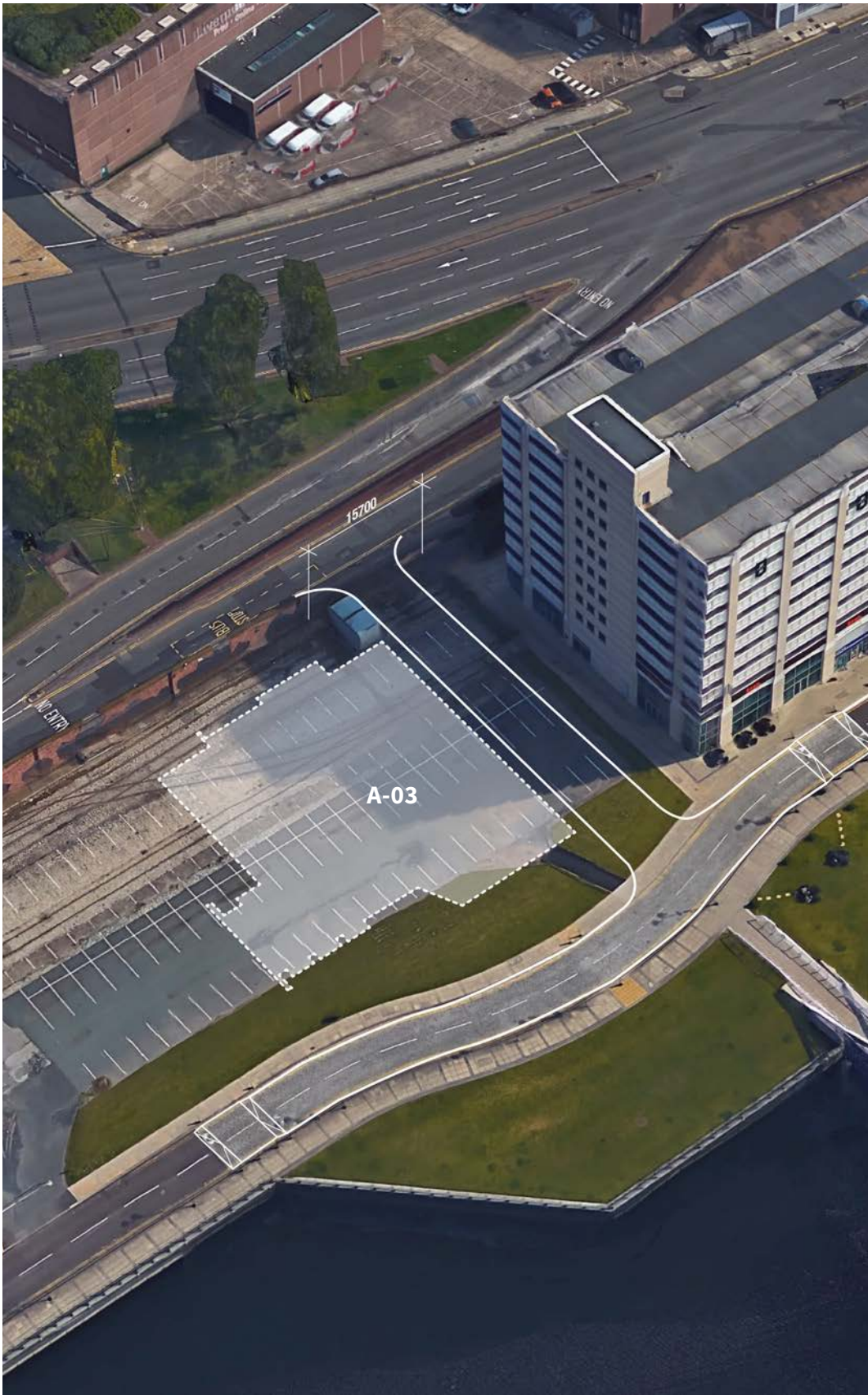


6

DESIGN PROPOSALS

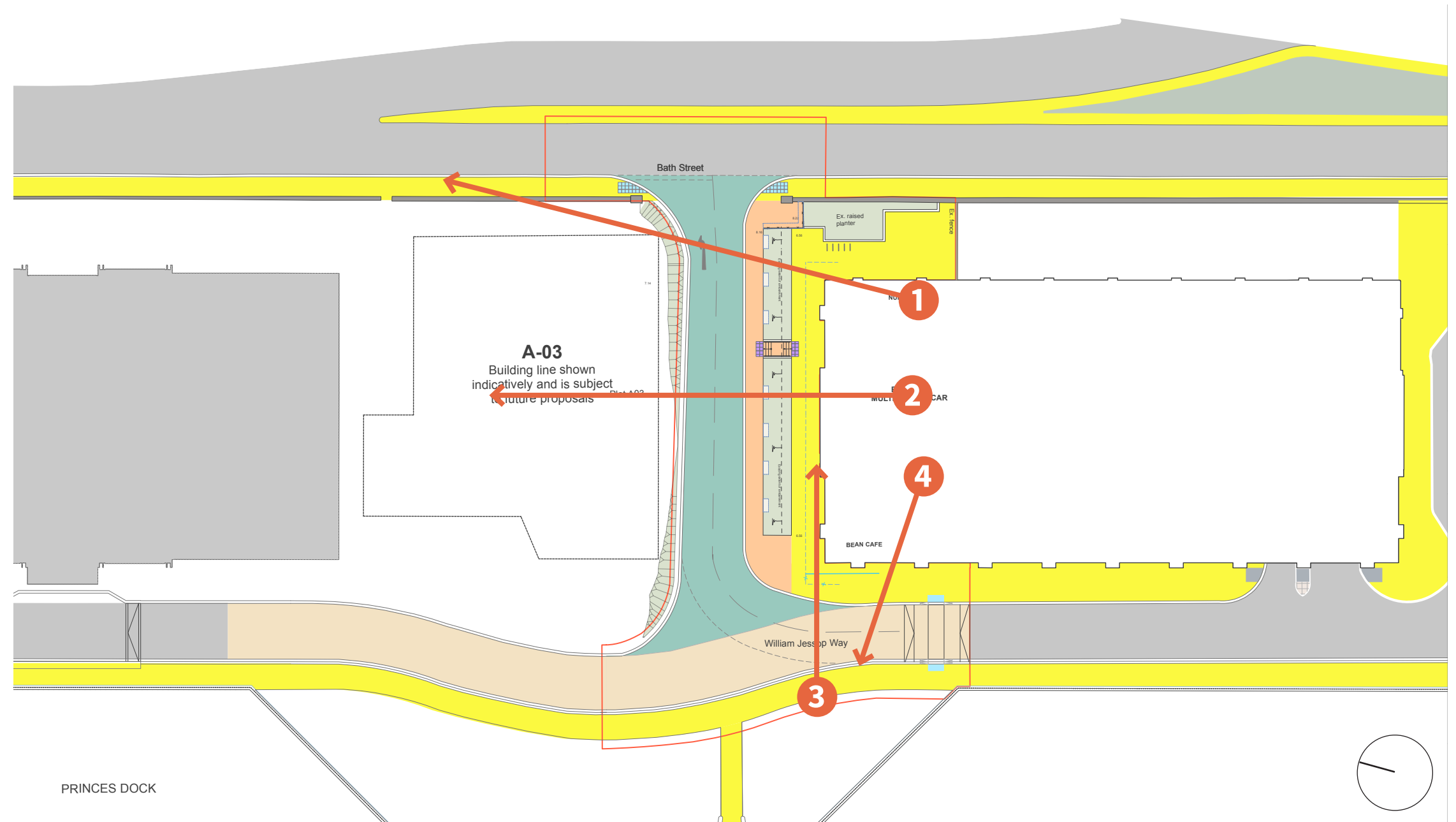
6.1 Site Location



6.2 Existing Site Condition

The site is currently occupied by a large area of surface car parking, constrained on all sides by existing infrastructure.

1. The dock wall forms the most dominant boundary to the East which is only permeable through a single pedestrian entry point.
2. The car parking sits on the proposed terrace plots (A-03 - A-06) and finishes range from contemporary macadam to historic cropped granite setts and rails
3. Levels will need to be re-graded between the bridge landing and the dock wall to meet the existing level of Bath Street in order to create a new opening
4. The existing footbridge across the dock lands at a lawned area which aligns with the proposed wall opening



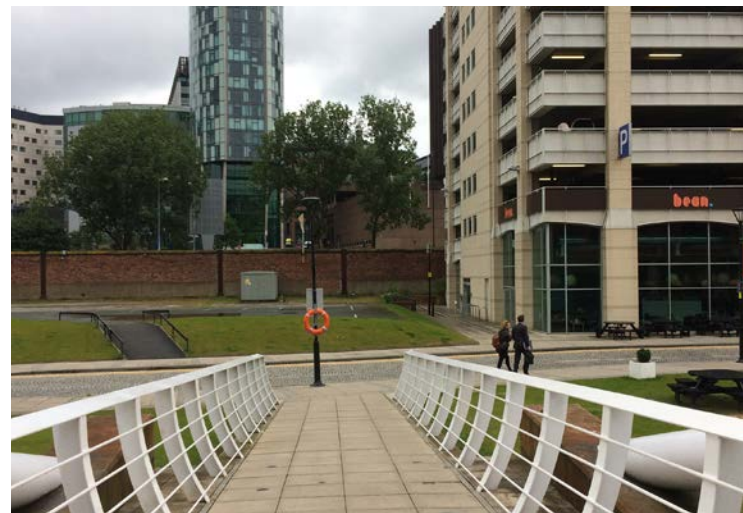
1 - View North from MSCP - Dock Wall



2 - View North West from MSCP - Terrace Plots



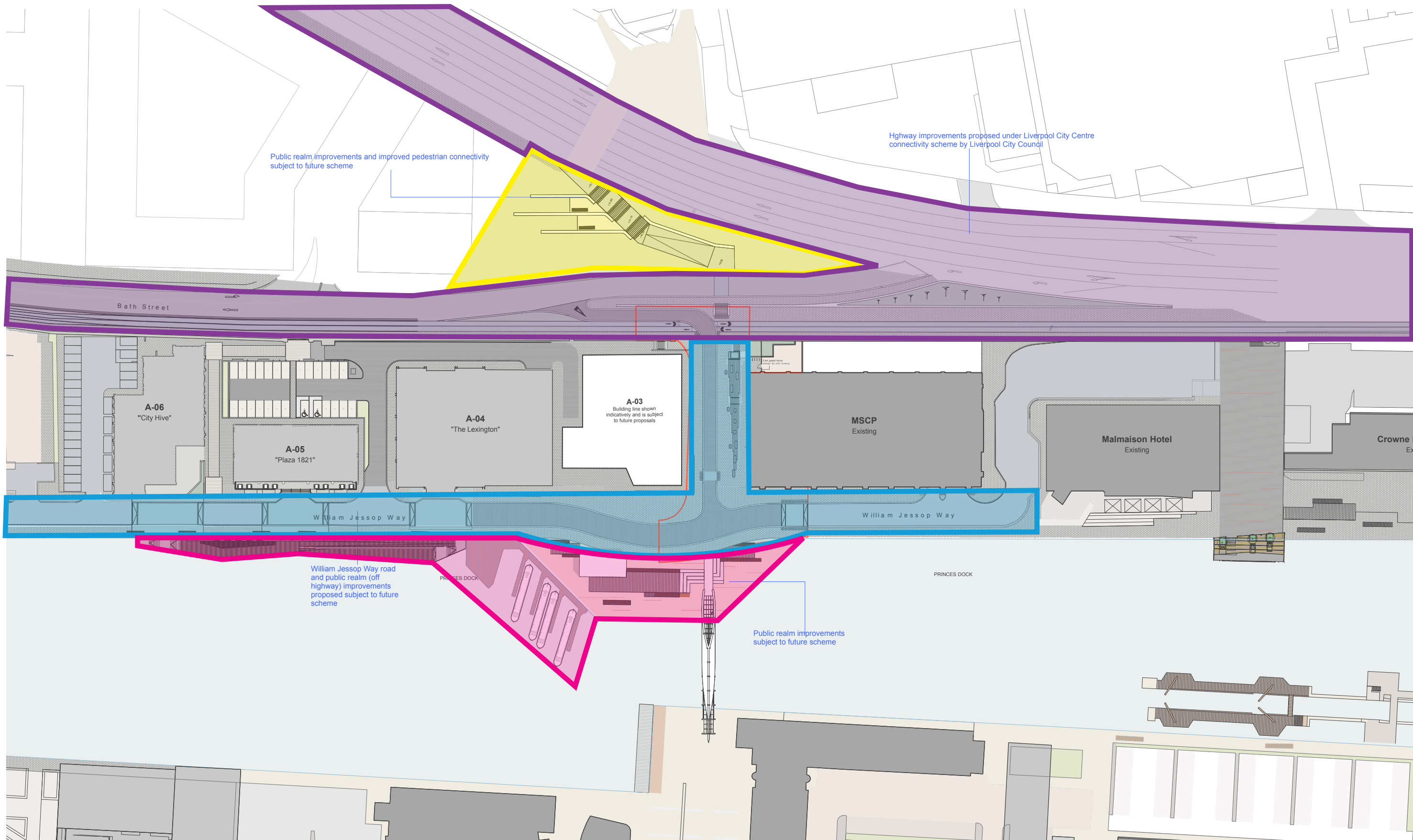
3 - View from Bridge - Proposed Opening Location



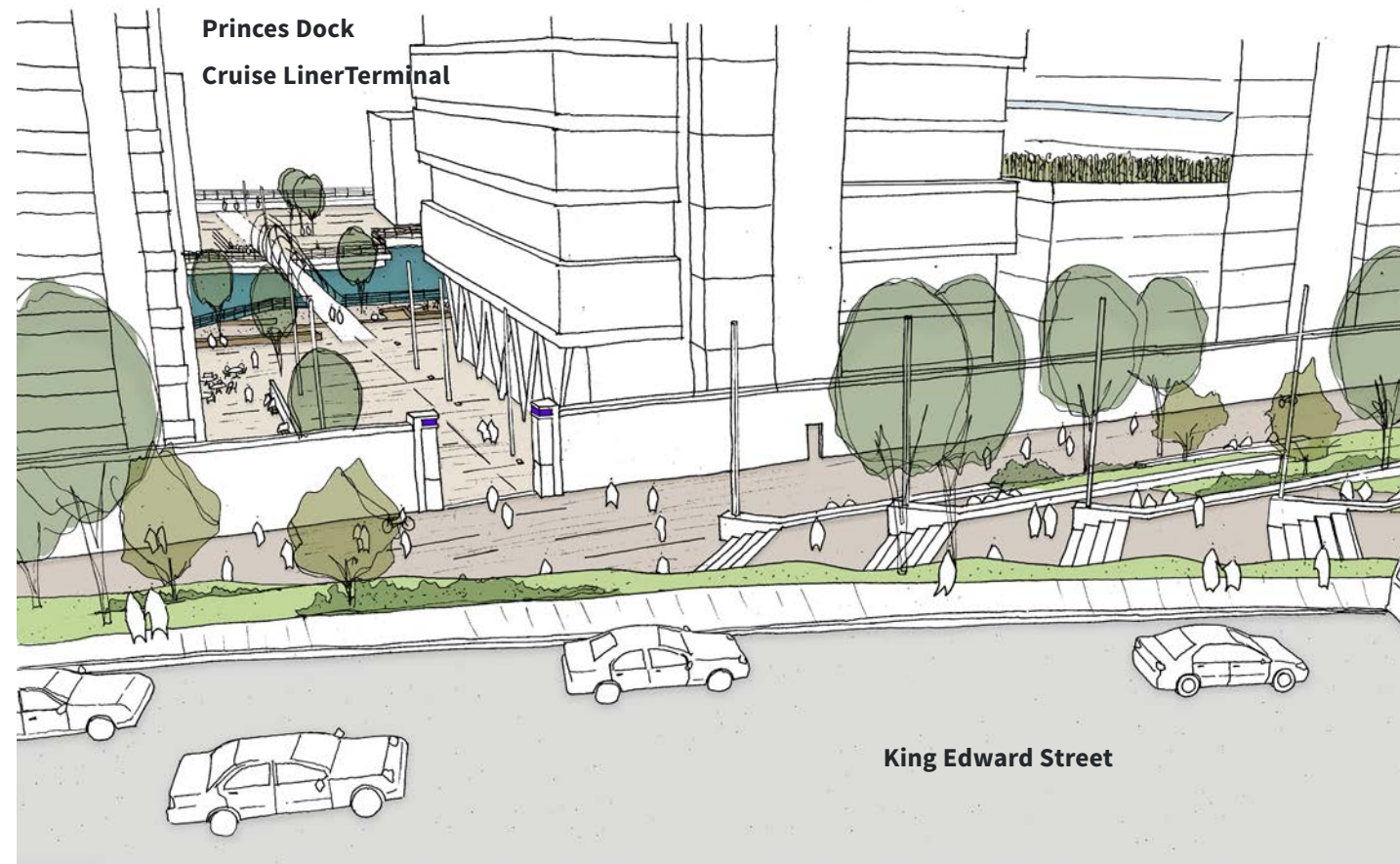
4 - View West from MSCP - Lawned Area



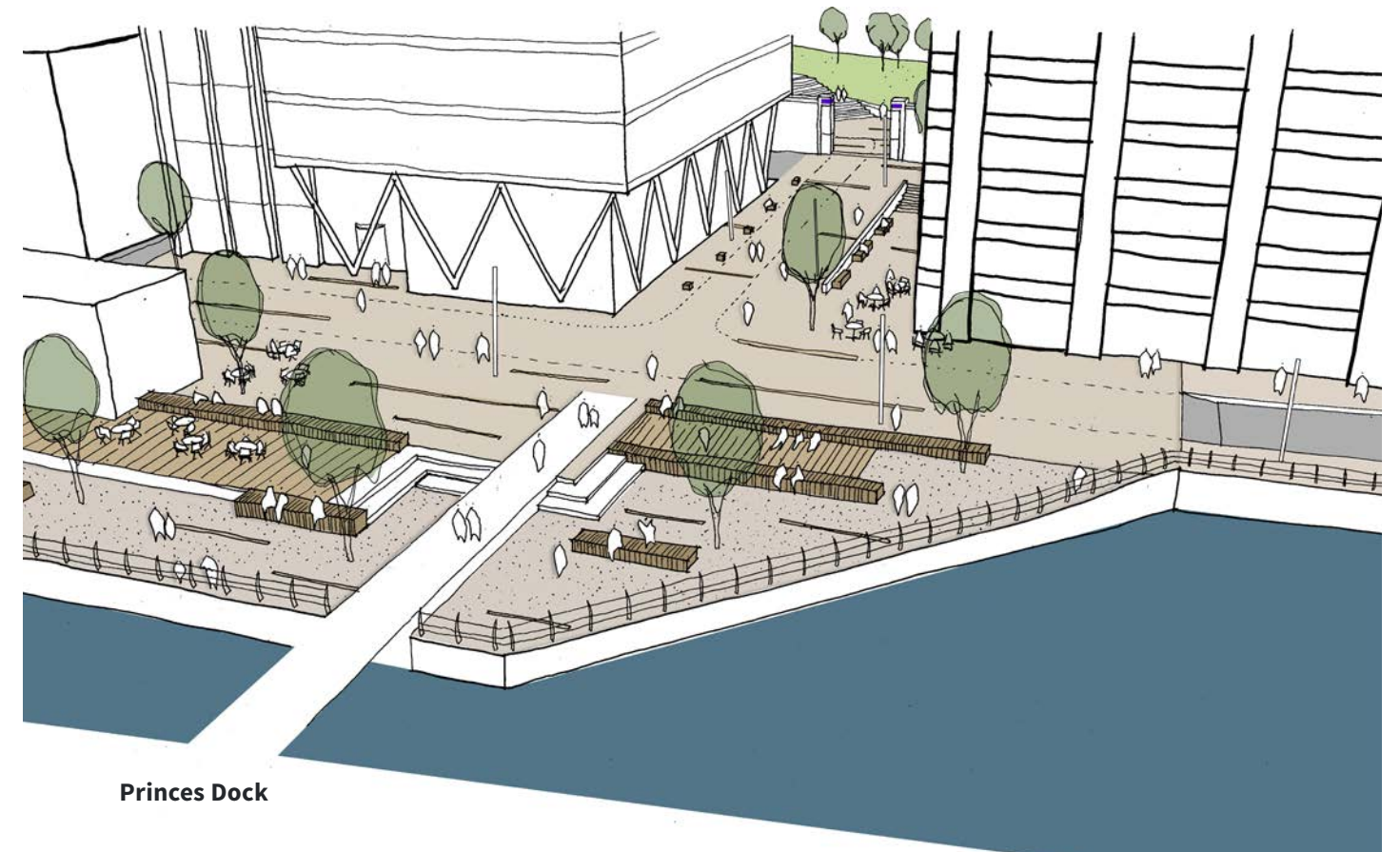
6.3 Future Neighbourhood Aspirations



6.4 Future Neighbourhood Aspirations



INDICATIVE IMPRESSIONS OF THE PROPOSED DOCK WALL OPENING IN THE CONTEXT OF IMPROVED PUBLIC REALM AND HIGHWAYS



INDICATIVE IMPRESSIONS OF ASPIRATIONAL 'CITY LINK SQUARE'

Future highway and public realm improvements in connection with the proposed dock wall opening:

- Highway improvements proposed under Liverpool City Centre connectivity schemes by Liverpool City Council
- William Jessop Way Road and public realm (off highway) improvements proposed subject to future scheme
- Public realm improvements and improved pedestrian connectivity subject to future scheme
- Public realm improvements subject to future scheme

NOTE: proposals are shown indicative only and subject to future developments



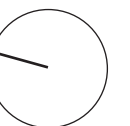
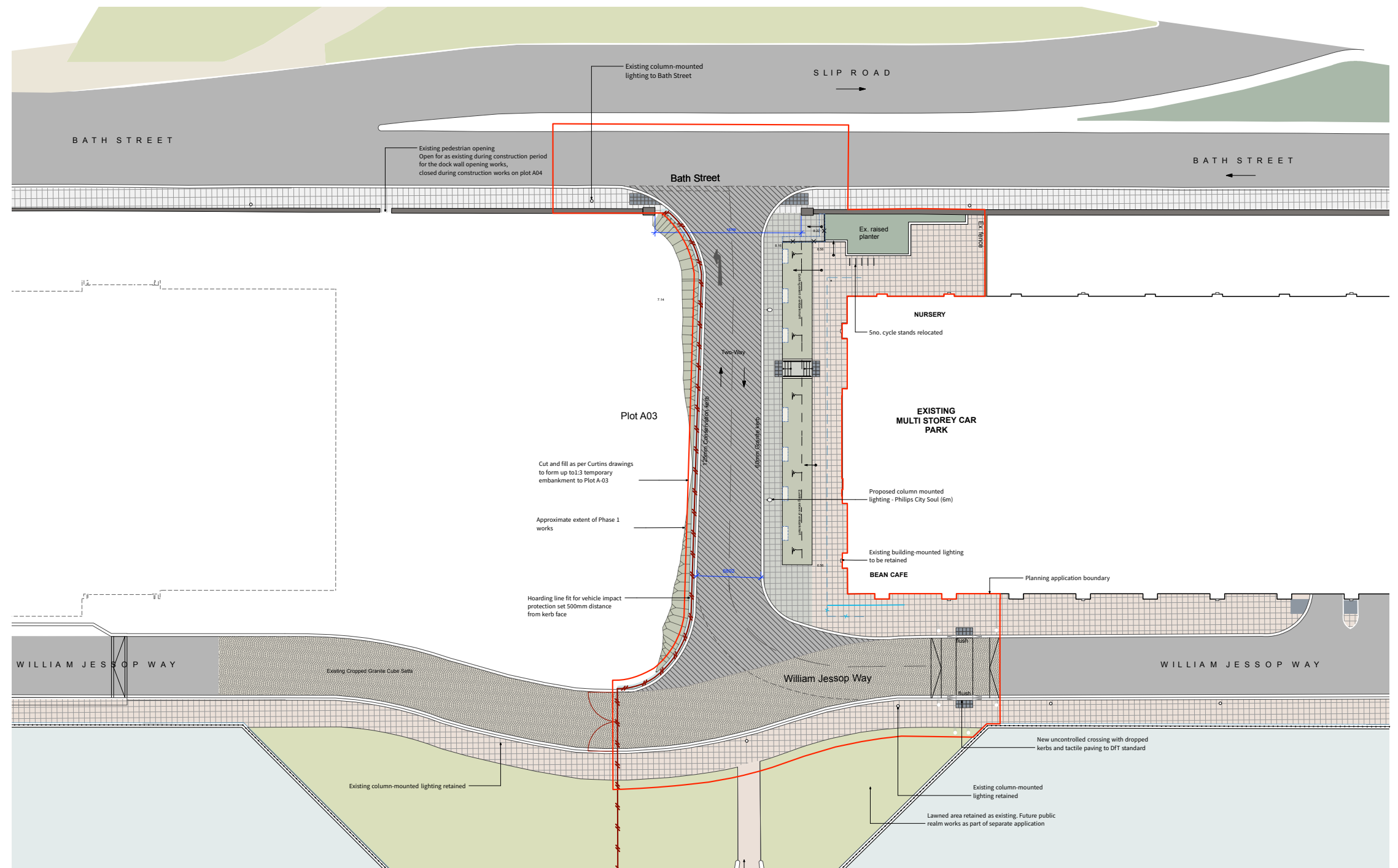
6.5 Proposed Scheme - General Arrangement

The dock wall is proposed be opened to a width of 15.7m, creating a strong new pedestrian link into and out of Princes Dock and allows for vehicle traffic both ways from and onto Bath Street in order to substitute William Jessop Way as means of access to the multi-storey car park, the hotel and other premises for the time the building developments on plots A04-A06 would use William Jessop Way for construction traffic.

The carriageway of the new road between Bath Street and William Jessop Way would be two-way and will be narrowed to a single lane and resurfaced in high quality materials as a 'final treatment' once the adjacent construction work is completed and Bath Street closed for all car traffic south of the new dock wall opening.

The pedestrian route would have a min. width of 2.0m to the southern side of the proposed carriageway. The existing embankment to the frontage of the multi-storey car park is to be slightly widened in order to achieve a max gradient of 1:2 to accomodate proposed levels for the carriageway. Gabion baskets with timber seat tops are located along the top of this slope to form crash protection.

There would be no walkable width on the north side of the dock wall opening in the temporary scheme because there would be no footway along the new link on that side. A temporary hoarding line restricts access to the construction compounds on plots A-03 - A-06.



6.6 Proposed Scheme - Access & Movement

